

# MAN HAS SAVED NATION MILLIONS

**Thirty Shoppers Hurt in Crash.**  
Kansas City, Mo., Dec. 19.—Thirty persons were injured here today when two street cars, filled with Christmas shoppers, collided. A split switch was the cause.

Meteorologists say that the atmospheric conditions which produce rains depend on air eddies a thousand miles in diameter. The movements of these eddies are on so vast a scale that they

tember 21 or 22 than on any other date, and a storm of September 1 or 15 or October 1 is no more due to the equinox on September 21 or 22 than are showers on April 1.

Taken Important Part in Designing  
Vessels During the Past  
Twenty Years.

The irritating part about Taylor's scholastic successes, so his classmates said, was that he never seemed to study and always had an abundance of time for recreation. The truth of it was, his

THE END

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**Society on Disputes Meets.**

Washingtonians who went to Baltimore last night to attend a meeting of the executive committee of the American Society for the Judicial Settlement of International Disputes at the home of Theodore Marburg were Rear Admiral Charles H. Stockton, U. S. N., retired; Henry B. F. Macfarland, William C. Dennis, Prof. Charles Noble Gregory, Jackson H. Ralston, and A. H. Snow. John Hays Hammond, of New York, and J. G. Schmidlapp, of Cincinnati, were also present.

In addition to supplying Christmas dinners, the Salvation Army will distribute 100 pairs of new shoes among deserving poor of the city.

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**Chicago Has Municipal Gallery.**  
Chicago, Dec. 19.—Twelve paintings and one piece of sculpture have been purchased by the mayor's committee on art as the nucleus for the first municipal art collection in America. The thirteen pictures were selected from the exhibition at the Art Institute.

The birth of the new navy made the professional deficiencies of the service evident in this direction, and Taylor and some of his fellows were sent to different institutions in Europe where the required advanced instruction might be given them. Taylor astonished the faculty at Greenwich just as much as he had amazed the officials at the United States Naval Academy. During his first year at the Royal Naval College his standing was exceptionally high, and because of this merit he was appointed Assistant Naval Constructor in August, 1886, winning his detail to the Construction Corps of the United States navy.

erature of the art he was awarded gold medal by the institution—the only American ever so honored during the half century of the life of the association.

Chief Constructor Taylor is even more than a naval architect; he is a marine engineer besides. This is an unusual combination of technical talents. Proof of it was given thirteen years ago in a conspicuous manner. In 1901 the American Society of Naval Architects and Marine Engineers offered prizes for the best paper on "Theoretical and Practical Methods of Balancing Marine Engines," a question that was very much to the front.

The papers were submitted anonymously in the competition and there were many of them sent in. The first prize was won by Naval Constructor Taylor and the second prize went to the late Rear Admiral George W. Melville then engineer in chief of the United States navy and the senior of Capt. Taylor by a good many years.

Further than that, his researches in connection with propellers made it possible for him to tell just what sort of screws would answer best in transmitting the push of the motive power to the water.

In speaking of this work, he said about three years back, "the gunboat Nevada, as you know, was built sixteen or seventeen years ago. She was about 1,375 tons displacement and made sixteen knots with 2,500 horsepower, in round numbers. The new gunboat Sacramento is of 1,675 tons displacement, or 300 tons bigger than the earlier craft, and she will make sixteen knots on 2,000

Taking thirty-five pounds per horsepower as an average, an actual saving in weight is thus secured of 17,500 pounds, and the lighter engine calls for less cost, and is undoubtedly a cheaper mechanism. The results are more striking in the comparison is made between battleships.

## BELGIAN KING TURNS PRIVATE IN TRENCHES

**Monarch Takes Up Gun of Soldier  
Slain at His Side by German  
Shell.**

terdamsche Courant publishes the following story by a Belgian soldier who has fought in the trenches between Wavrehem and Wavre Ste. Catherine:

in-law was some yards from me. Between us there was a tall officer with out arms and silent. Suddenly a sputter burst near us. My brother-in-law was struck by a splinter and fell in a heap at my side. The tall officer took up the rifle and continued the shooting. They slowly left the trench. His extraordinary calm struck me. I ceased to fire and turned to him. He also turned to me. "Mon Dieu! C'est le Roi!" (It is the King).

The board is applying business principles to its work by concentrating educational resources just as business corporations amalgamate enterprises to get the same results.

Belgrade, the Servian capital, known many changes of master more than once has fallen in hands of Austria.

**XANDER'S** 353

**Xmas  
Beverages**

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naval College at Greenwich at the com-  
 menced his three years course in  
 1888, and his diploma was the reward  
 for the highest marks in the naval  
 architecture course received up to that  
 time by any student of the college.  
 Indeed, Taylor's achievement in  
 this department of the Greenwich in-  
 stitute was the main reason for his  
 Yet the college has graduated some of  
 the foremost men in this profession.  
 For a while after his return to this  
 country he was employed by the  
 Taylor was attached to the Bureau of  
 Construction and Repair, Navy Depart-  
 ment, Washington, and was later sent  
 to the Hawaiian Islands, where  
 where he took an active part in important  
 shipbuilding operations. In the  
 year 1906 he returned to Washington  
 and to the Bureau of Construction as  
 an assistant to the chief constructor,  
 and he has been stationed at the Na-  
 tional Capital ever since.  
 As far back as 1894, when only thirty  
 years old, Taylor attacked a very dif-  
 ficult problem, the design of the hull of  
 British Institution of Naval Architects,  
 a body that has had for its member-  
 ship the leading lights of the profes-  
 sion. The line of his work was "Ship Shap-  
 ed Stream Forms and was a mathe-  
 matical treatment of the decidedly ab-  
 stract problems of the hull of a ship.  
 about the contribution to the lit-  
 erature of the subject of ship shaped bodies.  
 Because of this work Taylor has been  
 elected a member of the British Institution

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The Very  
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fect every fighting ship now in active service. Ever since the experimental engine was built at the Naval Ordnance Department in Washington, has been in operation it has been under the immediate supervision of the new chief constructor in training, Mr. C. C. Smith, who planned by him and well nigh all of its remarkable features are the product of his fertile brain. The engine is the result of the professional papers of the greatest value dealing with one phase or another of the many desired subject of forming a new type of engine, which would meet the requirements and yet make the desired speed with a minimum of propulsive effort. The engine has been built and the machines have been made possible.

Scores of instances might be detailed illustrating how he has effected these things. The principles involved will have to suffice. Up to the time Capt. Taylor took charge of the model engineering department in 1902, the engine was an American ship was commonly by a 338-ton net of empirical comparison based upon the weight of the engine and the power of the engine in service. At best, it was a sort of groping in the dark, and designers were not perfectly realized how much the engine could do. The engine was modified if a ship's under water body were modified in some direction.

So, too, the engine was planned with a light margin of weight, and well nigh invariably made his engine more powerful than the calculations called for in the engine. The engine was modified to conserve energy upon which he could draw to force the craft through the water at the desired maximum speed. The engine was modified to conserve fuel; because it meant an excess of fuel in the engines; it called for a large amount of fuel. The engine was modified to be useful and it added just so much more to the fuel bill and to the outlays for maintenance and repair.

The engine was modified to conserve the rule-of-thumb methods of the past, and, as year by year, research data and the results of the engine accumulated, the engine was modified to conserve the results of the test. Capt. Taylor was able to improve the models of the engine so that for a given displacement, the engine could be made to beat its best speeds with relatively less horsepower. This meant lighter engines, cheaper first cost and economies in operation.

More than that, he was able to find out in advance just how he could change the shape of the ship to be the best shape for the engine. The engine was involved in building and towing a model of the engine or two, he was able to tell

whereas the Michigan class, of identical displacement and type of machinery, required only 10,000 indicated horsepower for the same speed. This means that for 30,000 miles the saving in coal amounts to some 1,100 tons at eighteen knots. This was only one of the many economies made possible by the investigations at the model experimental basin, and fundamental to the construction wrought in the underwater bodies of ships.

This research work has gripped Capt. Taylor, and more than once he has been known to sit at his desk taking because he was too much absorbed in the scientific problems he was tackling, to be bit through the medium of the tank in which he was working. He was not interested alone in the problem of the submarine, but in the problem of population. Thanks to his experiments, he demonstrated conclusively that the cigar-shaped hull of the submarine was the most economical, particularly when the under-water boat was running below, but near the surface.

It was this, it perfectly fitted the change of shape, was necessary in the name of safety and that modification should involve some sort of ship form and speed. The investigation in this direction anticipated a number of submarine catastrophes—due primarily to the spindle form of the vessel. It was Capt. Taylor who helped to make our fighting ships what they are. He was the originator of the idea of the gun turret, the main battery of battleships, a distinctive feature of modern dreadnoughts. Since the first appearance of this arrangement in 1892, it has been the universal practice among the foremost of foreign navies.

**SEE PLEADS FOR PRISON CELL.**

**Chicago Woman Want Substituted for Brother.**

Madison, Wis., Dec. 19.—Gov. McAdams today received a letter from Mrs. M. H. Kester, of Chicago, in which she asks to be allowed to serve out the five years remaining of her brother's term in the Wisconsin prison at Waupun.

She writes in part: "I believe my brother M. H. Kester innocent of the murder of John Dillinger. He has been a good man, a law-abiding man, a person dependent upon him and I am fifty years old, a Christian and a college graduate with a certain calmness of mind. I am a mother of three children upon me, I ask your honor to let me substitute for my brother, if so

brother-in-law had known who was the tall and silent officer who saw him fall for the Fatherland."

**AIMS OF ROCKEFELLER BOARD.**

**Preliminary Report on Disbursement of Funds Made.**

New York, Dec. 19.—The John I. Rockefeller General Education Board announced today the three features of its policy in making gifts to colleges and universities. They are:

1. Preference for centers of wealth and population as the pivots of the system.
2. Systematic and helpful co-operation with religious denominations.
3. Concentration of gifts in the form of endowment.

This information was contained in a preliminary extract from the general report which will be issued January 1.

**Christmas and New Year**

**To all my friends and patrons. A**

**ad in t**

**REFERENCES**

**THEY WILL TELL YOU**

HON. MARTIN DODGE for six years Director of Good Roads, Department of Agriculture U. S. E.; residence, Dodge Park P. O., O. D. L., Lancaster, Md.

MR. CHARLES E. WHITE, Vice President of the National Bank of Washington.

MR. W. M. DOVE, Secretary of the Maryland Duce Coal Company, Twelfth and N. Sts. J.

MR. J. J. NOONAN, Practitioner Virginia Theatre.

MR. R. M. BROWN, Wholesale and Retail Dealer in Grocs, Tea and Spices, at the Palmer and Grocs, Tenth and N. Sts. W.

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